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Hongkong, 8th June, 1906. [106



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Hongkong, 9th September, 1907.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTH.

At Wanchow, on September 15th, the wife of J. H. Pearson, of a son. (1529)

DEATHS.

On August 7th, at Dempsey Beach, Oswego Co., New York, CHARLES EDWARD CARLSON, late Agent for Messrs. Jardine, Matheson & Co., at Hongkong, and nephew of W. A. Carlson of Shanghai, in his 20th year.

On September 12th, at Ningpo, H. E. WATKINSON.

HONGKONG OFFICE: 10A, DES VUEX ROAD.

LONDON OFFICE: 131, FLEET STREET, E. C.

The Daily Press.

HONGKONG, SEPTEMBER 20TH, 1907.

ONLY a day or two after pointing out that the European's "catchword of conquest" having been universal brotherhood, he seems bound to face his fraternal duties without so much grinning, we receive a copy of "The Times" in which a correspondent in Southern Manchuria makes precisely the same point, unpalatable, but honest. "He, it is," remarks the man in Manchuria, "who has spent years in instilling into alien minds the idea that ascendancy is more a question of fitness and morals than of race or colour, and now that his supremacy is no longer accepted as heaven decreed, is it reasonable to stand against the result of his own propaganda?" Of course it is not, and the sooner we see that, the sooner will we cease making sorry exhibitions of ourselves by whitening over our burnt fingers. The Chinese view of Europeans has always been one of arrogant disdain, sometime mixed with wholesome fear, and of late perhaps turning to something like reluctant respect. But with better understanding and appreciation of the foreigner's qualities, it is not to be overlooked that there has also come an enhanced

self-confidence. As the Times simply puts it, "increased knowledge only renders them more arrogant." Our problem therefore now is whether we need to revise our method of dealing with them. Unfortunately, we foreigners do not pull together; we never have done so, in China, even when pretending to, and perhaps and probably we never will, anywhere. It is not in nature for large companies, for whole nations, to co-operate thoroughly. Nature's balances depend upon the force of repulsion as well as of attraction. While some atoms approach and cohere, others just as industriously back away from each other, and maintain their distance. The federation of the world is an idle dream. The ideal is a noble one, but it spells stagnation. To get back to the matter in hand, America has been showing a typical uncertainty of conduct vis-a-vis the Orient, mainly because of this lack of unity in its own corporation. Lately, to give over certain uncomfortable spots which led to the late Chinese boycott of American goods, some unctuous moralist of Washington hit upon the idea of refunding \$15,351,000 of the Chinese indemnity, the unneeded balance which Uncle SAM, having an enormous annual surplus, and comparatively no war debts like other Powers, can easily afford. We suspect he saw it as a cheap and good investment. The peril and suffering of their Legation staff in 1900 was forgotten; instead of sending the EMPRESS-DOWAGER to Coventry as ought to have been done, they tried to make a Christian-Scientist of her; and now in trying to buy popularity and patronage from China, with China's own money, they have administered (let us hope unthinkingly) a pharisaic back-hander to their whilom allies. While the western coast is playing whale to the Oriental JONAH, the press of the Republic is complacently bandying about the statement that "the Chinese authorities regard this [return of indemnity] as the fairest and noblest action that has been done by a foreign ruler to China since the opening of commerce with the Treaty Powers more than 60 years back, and they naturally expect other Christian nations, who had robbed China of the enormous sum of indemnity (about \$100,000,000 altogether), to do the same. The payment of the full indemnity is quite beyond the reach of a poverty-stricken country like China to pay, without causing the greatest strain upon her people." That should be put into rhymed quatrains, and included in the next edition of JON TROTTER'S hymn-book. Of course the EMPRESS-DOWAGER and her Manchu henchmen hasten to thank President ROOSEVELT, though we have not heard that the grievances of her subjects, which prompted the boycott, have as yet been removed. Still, there is no doubt that the incident will have an influence on trade, as it was no doubt calculated to have. The Times correspondent, looking to the future of foreign trade, is too much obsessed by fear of German competition to notice that detail. Are we to see a new rush-upon China, a benevolent one this time, for trade pre-eminence? America has begun by surrendering Kiaochow, and England Wei-hai? And after that, will some other means be necessary of fostering foreign trade, when Chinese manufacturers get really busy? It is at least something to read that "for very many years to come" China will not be able to compete with any manufacturing autogamy; as a producer for her own wants she is not immediately dangerous. Then what is the British merchant to do now, to meet the intervening competition of America, Germany, and Japan? The Times bids him "move with the times"—[this apparently contemptible play on words is accidental and unavoidable: we hope the serious reader will recognise our innocence of any foolish jape]—"realize how matters stand," "conform to Chinese requirements," "come down—from his pedestal of superiority and aloofness," "learn Chinese," "open more branches," "have more trustworthy European agents in the interior," and "advertise." We cannot help feeling a little sorry for the British merchant, who is always, albeit rather vaguely, being taught how to suck eggs. Except in the one matter of advertising, which we naturally feel bound to approve, we do not find that there is very much practical help in the string of advice quoted. We should not care to start a business ourselves with only that information. Still, we are deeply anxious for the success of the British merchant in China, and on the offchance that it may do him good, we reprint the whole of the article elsewhere, in this issue. We can however, hear with the

ears of faith his comment on the sapient observation that "loss of trade entails loss of prestige." Having had our legs under his hospitable table, we know that he is not a picker and chooser of phrases, except perhaps when he speaketh in the Chamber of Commerce. Our friend the British Merchant will say, when (and if) he reads it, "Loss of prestige be—perdurably fined." It entails loss of profit. But he will not admit that mere journalists can teach him his trade, and (having retained a moiety of our original endowment of modesty) we do not feel over inclined to press him to do so.

Most of the recent Peking appointments have been given to Chinese, instead of Manchus.

Yesterday was one of the quietest days that the Magistrates at the Police Court have experienced for sometime. Only Mr. Melbourne, the second magistrate, sat in the morning, and his calendar included eleven cases.

The Waiwipa has written to the German Minister to Peking to reopen the negotiations for revising the Commercial Treaty between China and Germany and the German Minister has consented to reopen the negotiations immediately.

A Chinese boy employed on the s.s. "Fatahan" who was going to the country for a holiday by the steam launch "Lee Chow" was arrested on board the latter vessel by an Indian constable for being in possession of a Chinese sword. Charged before Mr. C. D. Melbourne at the Police Court yesterday, he was cautioned and the arm confiscated.

The egregious New York Herald says that it has received a report to the effect that a Japanese flag has been hoisted on a small island close to the Philippines. Continuing, it says that the Japanese Budget for the next fiscal year will provide expenditure for the stationing of a squadron between Formosa and Hongkong makes evident the significance of the tidings.

A dastardly attempt to wreck the train by which H.E. Chang-Chih-tung had previously decided to travel was brought to light two days ago, the Hanchow Daily News of 10th inst. says, when near the 110 kilometre station a huge rock, weighing approximately half a ton, was discovered on the line. Every precaution has been taken to ensure H.E.'s safety and a pilot engine will proceed the special train.

A Darlington paper reports a presentation to Mr. P. F. Nicholson, shipyard manager at Messrs. Hawthorn, Leslie & Hebburn, who was about to leave England for Hongkong to take up an important appointment at the Quarry Bay shipyard. Mr. Nicholson was presented on behalf of the officials and workmen with a gold watch and chain, and Miss Nicholson, who is to accompany her brother to Hongkong, received a gold pendant.

Examinations in practical sanitary science and for Sanitary Inspectors will be held by the Royal Sanitary Institute, Hongkong Branch, at the end of October next. Weekly test examinations will commence on Monday evening next, September 23rd from 7 p.m. to 10 p.m., at the rooms of the Institute in Beaconsfield Arcade. Intended candidates should forward their names to the Hon. Secretary Mr. Ralph, Queen's College, or to the Acting Hon. Secretary, Mr. Carter, Sanitary Board Office.

The rishia oolio identified on Wednesday by A. Gist, a German sailor, as one of three men who had assaulted and robbed him of \$30 in Wilkes Street, was charged before Mr. C. D. Melbourne at the Police Court yesterday with larceny. Complainant told his Worship the story of the assault and robbery, but said he was not sure that the defendant was one of the men who had attacked him. The case was remanded to enable the police to make further inquiries, and the defendant's bail was fixed at \$100.

A Chinese youth, sixteen years of age, by name Chiu Hing, appeared before Mr. C. D. Melbourne at the Police Court yesterday on a charge of stealing \$30 from his master. The youth was an assistant to a ship's scraper and caulker who resided at No. 63 Second Street. At this house the defendant with others had quarters on the ground floor, while the master occupied the second floor. Before daylight in the morning the youth went stealthily upstairs and extracted \$100 from a drawer, but unfortunately for him made a noise in closing the drawer again. This awakened the complainant's wife, who raised the cry of "thief." The defendant rushed on to the verandah, hid the money he had taken, and tried to conceal himself, but he was found by the master of the house and handed over to the police. Mr. Melbourne ordered him to receive twelve strokes of the birch.

A sad fatality occurred the other day at Singyangchow, Hupeh, whither the district magistrate of Hanyang, Mr. Li Fa-yi, had escorted ex-Viceroy and Grand Secretary Chang Chih-tung who was on his way to Peking. It seems that the Guard of the Ex-Viceroy's special train, not being aware that the Hanyang magistrate desired to get off the train at Singyangchow had given the signal for it to start. Mr. Li Fa-yi feeling the train move, hastily arose from his seat in the ex-Viceroy's carriage and having bade his Excellency goodbye, started to jump off to the platform. In the meanwhile the train had been gathering way, and as the unfortunate Magistrate jumped the momentum carried him under the train and was immediately crushed under the wheels.

According to the Imperial Decree issued on September 12, the Governor of Shanghai, H.E. Yang Shih-hsing, (a former protégé of H.E. Yuan), was appointed Acting Viceroy of Chihli and Minister of Northern Trade. H.E. Tuan Fung remains at the Viceroy's Yamen in Nanking, obviously in consequence of the present unsettled condition of the Yangtze Valley, and because the Government does not wish the revolutionaries to believe that all the best posts are reserved for Manchurian officials. It is interesting to know that there was not a Manchurian official appointed to one of the vacancies caused by the recent changes of the Viceroys and Governors.

The Hongkong correspondent of a Shanghai contemporary says: "Mr. Keir Hardie, M.P., stopped here en route for India, or rather in Canton, the journey to which filled in most of the two days which the 'Marmora' allowed him. He is reported to have said in an interview in Hongkong that he would send home all missionaries from China except perhaps medical and educational, and the inference is that they were doing nothing. Yet the day he was in Canton was the first day of the Morrison celebrations, when seven thousand Christians and non-Christians met to commemorate the event of Morrison's coming to China." The inference is nothing of the sort, but if it were, the statement following "yet" would not destroy it. Celebrating an anniversary is not, strictly speaking, doing anything useful. Keir Hardie's inference, however, was that the sort he would transport are doing too much, carrying coals to Newcastle and causing offences by their methods of canvassing customers. However, make a argumt tum ab inconuenit it.

It may not be generally known that Mr. Terrell, K.C., occupies a good deal of his spare time with scientific research. A series of experiments dealing with incandescent lighting media, has resulted in Mr. Terrell discovering a method of treating one of the rare earths in such a manner as to provide a mantle which is practically indestructible. It may be folded up and carried in a pocket-book or the waistcoat pocket, without detrimental effect. This mantle is already being manufactured and sold, but it is intended to place it on the market in a much wider way than has hitherto been found possible. Accordingly a syndicate is now in process of formation. This will have a capital of £75,000, and a third of the total sum is to be set aside as working capital. Mr. Terrell transfers the British patents to the syndicate, receiving shares as purchase consideration. The mantle has, it is stated, received the unqualified approval of trade experts, and the patents dealing with it are quite in order and unanticipated by any former discovery. The syndicate makes no appeal to the public, the shares being subscribed privately.

The Shah's brother, Prince Massoud Mirza, better known as the Zill-es-Sultan, takes a lively interest in foreign politics, and during the Russo-Japanese War subscribed for a full service of Reuters' telegrams. The Russian Minister, M. de Spoyev, who disliked him on account of his British sympathies, was annoyed at this, and took an opportunity, the "Graphic" says, of warning him that Reuters' telegrams were unreliable, and that their accounts of Japanese victories, in particular, were "all lies." One day the news of the assassination of the Grand Duke Sergius was reported by Reuters. Court mourning was ordered in Teheran, and all the princes of the blood and other State dignitaries left cards of condolence at the Russian Legation. The Zill-es-Sultan, however, neither went into mourning nor called on the Russian Minister. M. de Spoyev complained to the Shah of the Prince's breach of etiquette, and demanded an apology. The Shah sent for the Prince and sternly asked him for an explanation. "It is very simple," coolly replied the Prince. "M. de Spoyev himself assured me that all Reuters' telegrams were lies, and so I was grieved to be able to discredit the terrible news of the Grand Duke's death."

## HONGKONG VOLUNTEER CORPS.

## PROMENADE CONCERT.

Postponed from last Saturday, the promenade concert given on the Volunteer Parade Ground last night lost little by the delay. The weather was agreeably cool, and the moon shone on a pretty scene—the platform brilliant with colour, and the ground bordered with lanterns while a pleasing animation characterised the gathering of ladies and gentlemen. H.E. the Governor and Lady Lugard attended and the audience included other distinguished members of the community. Major Chapman and the officers of the Volunteer Corps are to be congratulated on having made such a successful inauguration of the present series of promenade concerts, and there can be no doubt that, with such well arranged programmes, the entertainments are likely to retain the popularity which they have gained. Appended is the programme:

PART I.  
March..... "Hands Across the Sea,"..... Sousa  
"Band of the Middlesex Regiment."  
Song..... "My Pretty Jane,"..... Bishop  
Song..... "Mr. P. W. Goldring"  
Song..... "The Song of May," Lord Henry Somerset  
Song..... "The Flying Dutchman," Paul Rubens  
Song..... "The Birdie got it again," Charles Willsby  
Song..... "Mrs. T. L. Perkins."  
Song..... "Long ago in Alicant," Andre Messager  
Song..... "Mr. F. G. Carroll."  
PART II.  
Selection..... "The Butterfly,"..... Paul Rubens  
Song..... "Band of the Middlesex Regiment."  
Song..... "Pearl of Sweet Ceylon," From.....  
Song..... "The Cingales."  
Song..... "Mr. H. S. Humphrey."  
Song..... "The Anonymous Goldfish," Sidney Jones.  
Song..... "Thank God for you."  
Song..... "The Goshawk."  
Song..... "The Crocodile,"..... Walker Slaughter  
Song..... "Lieut. B. M. Crose, R.N.A."  
Two Steps..... "La Matichio,"..... Borel Clerg  
Band of the Middlesex Regiment.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE EXPLOSION ON THE "KASHIMA."

Tokyo, September 19th.

There are thirty-two deaths as the result of the explosion of a ten inch gun on the battleship *Kashima*. The explosion was probably due to haste in reloading, the breach thus causing the contact of a new cartridge with the smouldering fragments of an old one. A number of battleships were competing in practice firing at the time.

## KOREA.

Tokyo, September 19th.

A reorganisation of Korean administration has been decided on by the Privy Council and approved by the Emperor. Marquis Ito leaves for Korea shortly.

[REUTERS' SERVICE.]

## THE EAST AND THE WEST.

London, September 17th.

Mr. Templeman, Minister of the Inland Revenue, of the Dominion of Canada, speaking in Victoria, strongly advocated admitting into Canada only immigrants who were likely by assimilation and intermarriage to assist to build up a homogenous population.

## THE DUTCH IN THE CELEBES.

London, September 17th.

News has reached Rotterdam that a Dutch force was defeated at Maudhar, on the 9th inst. with great loss. Reinforcements are being sent.

## MOROCCO.

London, September 17th.

It is stated that General Drude's conditions include the surrender of the bribesmen implicated in the massacre, the payment of an indemnity for the massacre and the seeking of Casablanca, and hostages, as a guarantee of good faith.

## HOLLAND.

London, September 17th.

Queen Wilhelmina at the opening of parliament announced that serious efforts would be made to render the consolidation of Dutch authority in the Dutch Indies beneficial to the native population.

## JAPANESE REDEMPTION AND MARKETS.

This month the Japanese Government will redeem the outstanding balance of the two six per cent. loans issued by her during the war with Russia. The amount of these two loans was \$22,000,000, but a large amount was converted at the time the five per cent. conversion loan was issued last March, and a still larger amount has been bought up under discount since that time. The two six per cent. loans were originally issued in London and New York, and the latter centre retained a considerable proportion of the amount allotted to it until this year, whilst the Continent purchased a number of the bonds from us. Altogether it is very difficult to say what the repayment will mean to this market when it comes. Still, it ought to imply that a substantial sum will be realised in more ways than one, and much of this money should find its way to the Stock Exchange for investment. At the same time, Japanese balances will be reduced in this market, and this should lead to freer working in our Money Market, as the knowledge that such balances would be required for the redemption prevented them being employed for long periods. The operation would certainly appear to have involved a heavy transfer of funds from Paris for the sharp rise in the exchange from 25.15 to 25.22 during the past few days was mainly traceable to this reason.

## THE FUTURE OF ASIA.

M. SEVORIN'S PROPHECY.

M. Sevorin's "Little Letter" has become quite a feature of his newspaper, the "Nouvelles Vremes." In one of his latest "Letters," M. Sevorin thus expatiates on the outlook in Asia:

"There are now 1,350,000,000 people in the whole world, of whom 830,000,000 live in Asia, that is, more than half of mankind. From Asia civilisation came to Europe; but from Asia came also the peoples who destroyed that civilisation. What will happen if that terrible mass of millions is fully awakened and civilised, and beginning to erect its own manufactories, will produce for itself everything which now Europe produces for Asia? And what will happen in twenty years' time if China has thus an army of two millions of men? The prospect is difficult to conceive. Russia's international policy, thanks to its immense possessions in Asia, is perhaps only now beginning its activity, just as now the political life of the people of Russia is beginning. Who knows that perhaps the days are not very far away in which the United States will be sending their Count Witte to St. Petersburg to conclude with the Japanese that 'Treaty of Peace' which will follow that war which has been prophesied so necessarily."

## THE NEW VICEROY.

WELCOMED BY LOCAL CHINESE.

H.E. Chang Jan-chun, the new Viceroy of the Two Kwang, made his official landing in Hongkong at noon yesterday. He left the battleship "Tai Shan" shortly before twelve and boarded the "Tamar" to pay his respects to Commodore Stokes. This was the signal for a salute from the battery. After an exchange of greetings His Excellency returned to the launch and was conveyed with his retinue to Blake Pier. Here a guard of honour drawn from the Middlesex Regiment was drawn up to receive him. As soon as he stepped ashore another salute was fired, the band played a few bars of a Chinese air, and the guard presented arms. Afterwards His Excellency inspected the guard and entered the viceregal chair which was in readiness on the pier. Accompanied by a police escort the Viceroy and his suite were conducted through streets densely lined with interested spectators to Government House, where they were received by His Excellency the Governor and Lady Lugard. Here His Excellency remained for fifteen minutes and afterwards visited the Chinese Club where a committee composed of Messrs. Pang Wa-chun (president), Ian Chi-pak (vice president), Ho Kom-tong and Tam Chi-kong received him. There were also present the General of Liemchow, the Taoist of Waichow, Messrs. Ho Fook, Sin Tak-fan, Lo Koon-ting, Lau Ching-tung and upwards of sixty of the local Chinese gentry. Arriving at the Club, the Viceroy and his suite, which included Taoist Wan and Prefect Shieh, secretaries for foreign affairs, and Mr. Parr, the Commissioner of Customs at Kowloon, were met at the entrance by the reception committee and conducted into the commodious reception room on the second floor. Here His Excellency was introduced to a large number of gentlemen, and after shaking hands with each, afternoon tea was served. After Mr. Lau Chu-pak had proposed the health of His Majesty the King, Mr. Pang Wa-chun called on those present to drink to the health of the Empress Dowager and Emperor of China.

When these toasts were honoured Mr. Fung Wa-chun spoke of the pleasure it gave those present to entertain His Excellency. Speaking on behalf of the Chinese merchants present he wished to thank His Excellency very much for the honour he conferred upon them by favouring them with his company at tea. He was sure that a man of his Excellency's ability would do a great deal towards furthering prosperity in the provinces of the Two Kwang, and it was a blessing that the people of Canton had such a able man sent to rule over them (applause).

His Excellency, in reply, said he was very much obliged to the gentlemen present for the kind reception they had accorded him. He was afraid that a man with such poor ability as he possessed would not be able to do much to subdue the disorders now prevailing, but at any rate he would do his best, and he hoped that the merchants would give him their hearty cooperation and assistance so that the state of affairs might be made better for everybody (applause).

Mr. Sir TAK-FAN, chairman of the Chinese Club, then thanked His Excellency for the honour he had conferred upon members by calling to take tea with them.

It was about four o'clock when the Viceroy bade farewell to those who had welcomed him, and entering his chair was conveyed to Blake Pier, his canopy bearer and the bearer of the tablets which displayed his title and rank, heading the suite. From Blake Pier he returned to a Chinese gunboat where he received His Excellency the Governor, the Admiral and the General Officer Commanding.

The gunboat left for Canton at six o'clock in the evening, and a salute was fired. It is expected that the new Viceroy will take over the seals of office at that port on Sunday.

## CRICKET.

KOWLOON C. C. V. THE NAVY.

A match has been arranged between these teams for to-morrow (Saturday) at 2.30. The following will represent Kowloon: S. Lightfoot, W. Dixon, F. O. Day, K. Macabill, S. Green, E. A. Fowler, Robinson, D. MacKenzie, J. Clelland, Stevens and J. Mead.

Attention is drawn to the annual meeting on Wednesday next on the Ground.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 19th at 11.45 a.m.—The barometer has fallen quickly in E. Hokkaido owing to the typhoon, which is moving away over the Pacific to the E. of Japan.

Pressure has increased elsewhere, considerably over S. Japan, and moderately over China and the Philippines. It remains high over China to the North of the Upper Yangtze, and the normal is now exceeded by from 0.01 to 0.05 inch along the China coast, and over Formosa and Luzon.

Fresh N.E. winds are expected to prevail in the Formosa Channel, and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.10 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

|                              | N.E. winds,    |
|------------------------------|----------------|
| Hongkong & Neighbourhood     | fresh; fair.   |
| Formosa Channel              | Same as No. 1. |
| South coast of China between | Same as No. 1. |
| Hongkong and Kameo           | Same as No. 1. |
| South coast of China between | Same as No. 1. |
| Hongkong and Hainan          | Same as No. 1. |

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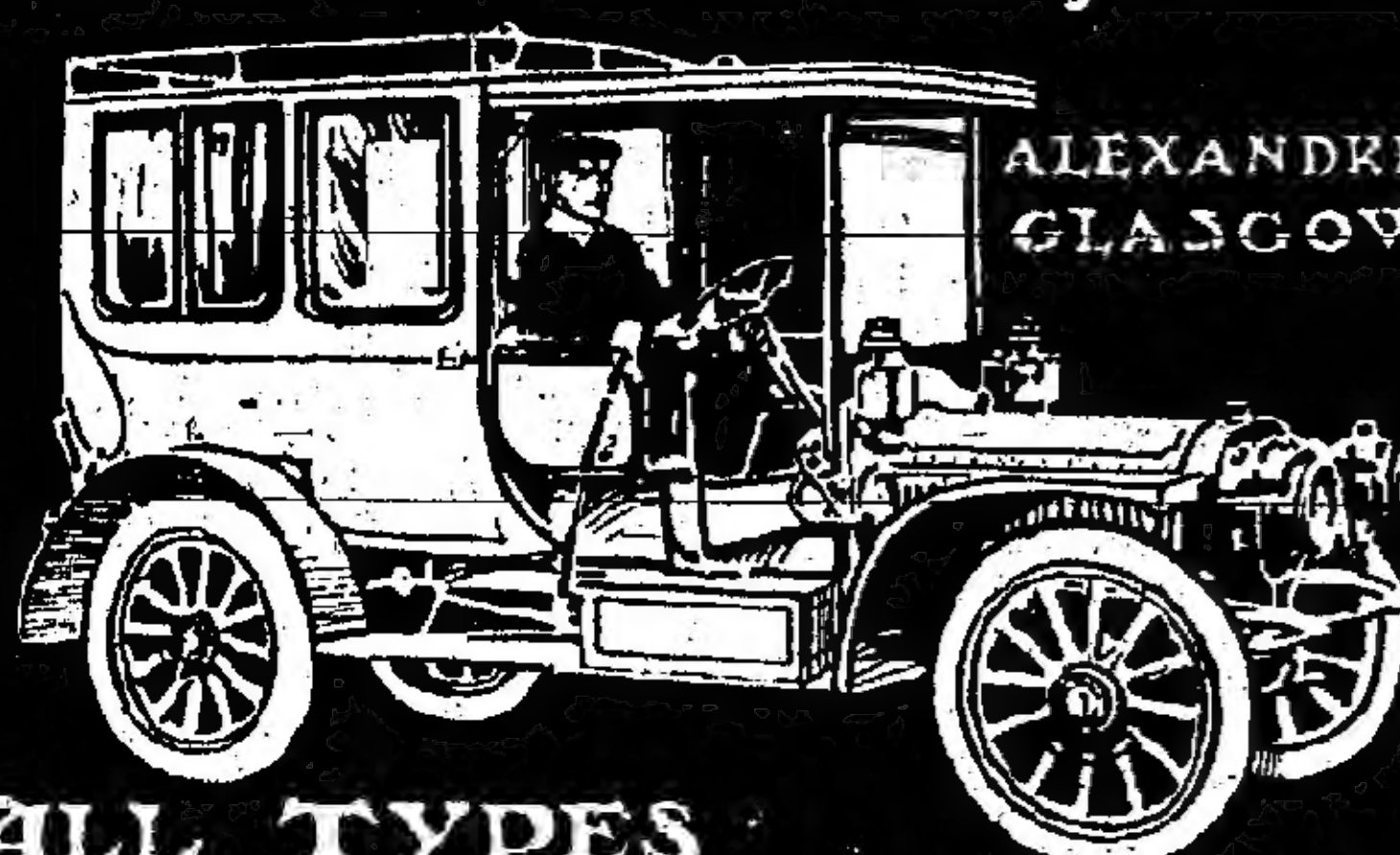








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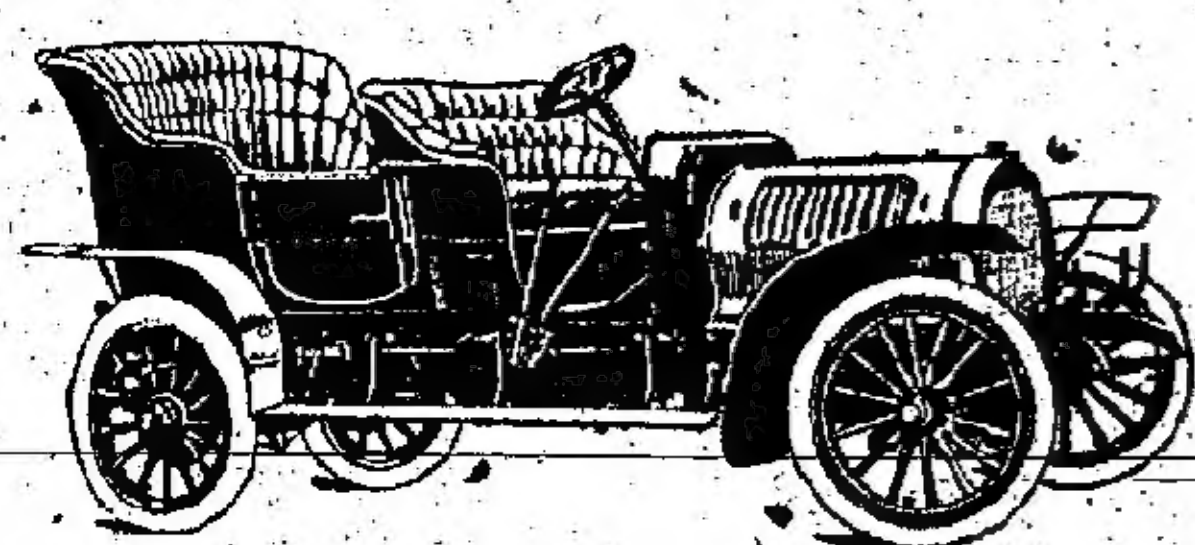
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Hongkong, 23rd August, 1907. 1385

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Hongkong, 16th August, 1905. 1588

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Hongkong, 30th July, 1906. 198-2

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## MOTOR NOTES FROM HOME.

Written for the Daily Press.

THE PEKING-PARIS RUN. Europe has cheered and waved a warm welcome to Prince Borghese and his 30-40 H.P. Italia upon his arrival in Paris, after a terrible ordeal over a road hitherto considered impossible for vehicular traffic. Whilst the so-called race can scarcely be described as a contest of utility, one cannot withhold admiration for the firm who produced a car able to withstand the tremendous strains of such an extraordinary journey. Mountain passes had to be negotiated and the car had to be drawn over the great bays of Siberian plains, at times progressing only at the rate of twenty or thirty miles a day, and yet deducting the fifteen days that Prince Borghese rested during his remarkable ride, he covered an average of 147 miles a day, and in the Gobi desert which is 1000 miles across, they averaged 400 miles a day. He has told a friend of mine that this first stretch of hard sand was the best going he experienced, but the extreme glare of the sun with a temperature of 120 and no shade except that created by a telegraph pole, formed a serious trial to mind and eye. It is worth noting that the Prince did not use a freak car, especially built for the ordeal, but a standard chassis of the touring type. It is rumored that the winners of the Peking-Paris race (and the famous Italia car) will appear at the show to be held at Olympia.

JOHN HULL AWAKES

American and French makers have been allowed to exploit the motor in British colonies and the Far East generally. Many of the periodicals during the last few years have persistently hammered on the point that in the direction of colonial enterprise our own manufacturers have a finer field than purely home circles. It is not until most of them have been faced with the danger of over production, however, and have watched the falling off of sales this season owing to the arctic qualities of our summer, that they have decided to send our representatives to every corner of civilisation where the British flag flies, and to make a systematic effort to capture the foreign trade. In two or three months time you will see amongst your somewhat known figures of British motorism who will have with them good fleets of cars especially adapted for use in the tropics. I am pledged to secrecy at the present, but in the near future shall be able to send you all details of the prospective campaign.

NEXT YEAR'S TRIALS.

No one save a Maharajah overburdened with this world's goods would think of buying a particular make of car because it had been successful in speed contests. Racing offers no guide to the buyer, and the purchaser who is wise will only set store by the results of reliability trials, and the most instructive and best organized of these are undoubtedly the Scottish Trials. It is with regret that I hear of a movement to combine these with a 2000 miles test to be organized next year by the R.A.C., whose organizing abilities have not been marked with unqualified success in the past. It is argued that 750 miles of the Scottish contest is not a sufficient test of a car, but this seems scarcely sound when in fact of the fact that in the first three classes of the recent trials only two cars succeeded in completing an absolutely non-stop run. As to the 2000 miles contest I doubt doubt if the trade will stand the enormous expense of such a protracted trial, and whether the club will be able to find sufficient efficient observers to devote the necessary time. The Scottish trials are deservedly popular, and on account of the roads in the Highlands are of particular value to colonials. The Authorities would be well advised to let well alone.

BUSINESS CAR BOOM.

Another contest which is attracting considerable attention is the forthcoming Commercial Vehicle Trials for which there is a splendid entry. Students of the motor movement agree that the future of the industry lies in this direction, and there is every indication that we are on the brink of a new boom. The failure of the Commercial Vehicle Exhibition at Olympia in the early part of this year was due to the fact that it was premature, and the seriousness of the undertaking was discounted by its connection with some extremely foolish experiments with aerial navigation. At present manufacturers of commercial motors are considerably handicapped by the unreasonable severity of the regulations issued by Scotland Yard and by local road authorities, but all these will pass away, and within the next decade we shall certainly see far more business cars on the road than vehicles designed for the purposes of pleasure. I is true that the motor bus is not paying in London, but motor cars have evidently come to stay.

It is interesting to note that the total number of motor vehicles in this country is now over 116,000 while over 200,000 drivers' licenses have now been issued.

## THE LATE MAHARANI BHADYANYI.

No Indian prince of our time has a deeper hold on the affectionate regard of Anglo-Indians or of his own countrymen generally than the gallant Maharaja of Idar, more popularly known as Sir Pratib Singh of Jodhpur, and his many friends will learn with deep regret of his bereavement in the death of his wife, Maharani Bhadyani, who succumbed last month to paralysis. To this gracious lady, whom he married in early life, his Highness owes a small share of his fame; for she heartily seconded and sometimes inspired his noble acts of statesmanship and patriotic service to the paramount power of a soldier in every way worthy of his Rajput descent. Her benevolence in the great famine with which the 19th century closed won the special commendation of Lord Curzon when he reviewed the relief operations at a meeting of his Legislature. He warmly commended the interest taken by some of the Rajputana rulers in ameliorative measures and eulogized the example set by the wife

of Maharaja Pratib Singh, then Prime Minister of Jodhpur, who, not content with opening an orphanage, resided there herself in order to superintend it. Soon after this Sir Pratib Singh was called, through unexpected circumstances, to the rulership of Idar, where both he and his consort won as great a hold upon the affections of the people as in Jodhpur. When the Maharaja came to England to command the contingent of Imperial Service troops at the Coronation of the King-Emperor, he was accompanied by the Maharani, and she was heartily welcomed in the highest circles, not only for the sake of her husband, but also for her own grace and charm. Their son, Kavar Bir Bikram Singh, also came with them, and was appointed A.D.C. to the Prince of Wales. The Maharani was in every respect a worthy helpmeet of her distinguished and patriotic husband, and among contemporary Indian ladies of high degree there were few her equal in the happy combination of Eastern habits of thought and custom with Western enlightenment.

## THE ADVANCE IN STEAM COAL PRICES.

A Cardiff correspondent of the Times writes on August 18th:—

The course of the South Wales coal trade during the past month has more than justified the opinion of those who predicted a further advance in Welsh steam coal prices. On a market which, owing to the heavy commitments of the collieries, has been kept in a state of semi-stagnation, prices have been advancing and during the past few days as high a figure as 2 1/2s. per ton f.o.b. has been paid for one of the leading Admiralty steam coals. The quantity for which this price was paid was very small, and must be regarded rather as an indication of the extreme dearth of coal than as a sign of the price at which business of any volume has taken place. Still, no coal for spot or August shipment has been obtainable much below this price, and the advance has been common, though not equal in amount, to all other classes of coal exported from the British Channel. Second-class Admiralty steam qualities, which a month or six weeks ago were averaging on current sales about 17s. 6d. per ton f.o.b., have advanced to 20s. per ton f.o.b. Ordinary dry steam coals have jumped from 16s. 6d. to 18s. 3d. per ton f.o.b. Semi-bituminous Monmouthshire large have risen from 17s. 6d. per ton f.o.b. to 19s. 3d. per ton f.o.b. (Newport shipment), and Eastern Valley bituminous qualities from 15s. 6d. to 17s. per ton f.o.b. (Newport shipment). The rise in small coals has been equally remarkable, and at the moment hardly any kind of steam small coals are obtainable for prompt shipment under 13s. per ton f.o.b., while the best bunker kind has been done at 13s. 6d. per ton f.o.b. Cardiff. For a market of normal conditions all these prices are unprecedented. During the boom of 1900-1901 higher prices were touched in individual cases, and one of the steam coal collieries on the Admiralty list during that period of exceptional conditions contracted at 30s. per ton f.o.b. Cardiff, but the conditions at that time were artificial and abnormal, and immediately the war demand subsided the market collapsed and the average selling prices for 1901-1902 were only 15s. 1d. and 16s. per ton f.o.b. respectively.

PLACING OF CONTRACTS.

Such being the present condition of the Welsh steam coal market, it is hardly necessary to point out how serious a source of anxiety it is proving to consumers all over the world. Still, instead of delaying the placing of contracts over 1800 it is actually accelerating next year's business, and from the prices which the collieries have been able to obtain within the contracts they have already concluded, it seems that those who have bought are of opinion that their conditions of trade generally next year are likely to remain good and that they stand a chance of making better terms now than they would by waiting. It is impossible to state exactly the precise amount of coal sold for over next year, but it totals some millions of tons, and involves from 50 per cent. to 75 per cent. of the total output capacity of several of the leading collieries. Last year the Compagnie Generale Transatlantique were the first to contract for 1907, and on a rising market they bought their total supplies of about 300,000 tons at an average price of about 15s. 6d. f.o.b. Cardiff less 2 1/2s. per cent. and the other conditions in regard to commissions which are attached to this particular contract. This contract gave a decided lead to others, and nearly all the best steam coal sold during last year's contract season ranged between 15s. and 16s. per ton f.o.b., at which figure the middlemen also bought.

PHENOMENAL FIGURE.

During the present contract season the prices at which coal has been sold for next year represent an advance of from 3s. to 5s. per ton over those of current contracts, and the Compagnie Generale Transatlantique have just renewed their orders at prices ranging from 18s. to 19s. 6d. per ton f.o.b. less 2 1/2s. per cent. discount and 3d. commission. The prices paid under other 1908 contracts include the following:—For best Admiralty steams, 18s. 4 1/2d., 18s. 6d., 19s., 19s. 3d., and 19s. 6d.; for

second Admiralty steams at 17s. 6d., 17s. 9d., 18s., and 18s. 6d.; and for best Monmouthshire semi-bituminous coals at 17s. 9d.; whilst steam smalls have been sold for next year on the basis of 12s. per ton f.o.b. Cardiff. These are phenomenal prices, and it is by no means certain that they are the high-water mark of the rise which first made itself felt a few months ago and has since been steadily advancing. Just at the moment there is a lull in the market. Most of the railways, depots, and steamship companies have covered their requirements for the first half of the year, but speculative middlemen are holding off, hoping that October and November will see easier conditions and lower prices. It is, of course, impossible to predict what will happen towards the end of the year, but present appearances certainly do not countenance the prospect of appreciable lower prices, for most of the collieries are sold out up to the end of the year, and the trade itself is far from showing any signs of falling off. On such a market the risks to speculative merchants are obviously very great, and while it is possible that some may run these risks and sell without covering themselves, the probability is that the majority of the merchants will not take any 1908 business except on c.i.f. transaction on which the risks will be practically limited to the freight.

## THE KING AND THE VETERAN.

66 YEARS' SERVICE AND NINE MEDALS.

Sergeant Major Robert Elliott, of Ostia, street, Bittern, who claims the longest continuous service of any man still serving in the Army, has been the recipient of the Royal Victoria Medal. His services extend from January, 1852, a letter written by order of the King to Lord Allexander, the captain of the King's Body Guard and Yeoman of the Guard, forwarding the Royal Victoria Medal, says:—

"The King is glad to have this opportunity of conferring the medal upon him, not only on account of his distinguished military services, but because, also, he occupied the position of sergeant-major of the Yeomen of the Guard on the occasion of His Majesty's inspection of that body."

Sergeant Major Elliott is now in his 84th year, but looks 20 years younger. He was seen by a representative of the London News Agency, and appeared to be quite alert at the latest recognition of his services. Narrating the chief incidents of his long career, he said:—

"I was born in Tipperary in 1826. My father was a Pottsville man, who gained his wounds during that campaign, and soldiering was in my blood. I used to listen to my father's stories and then dream of soldiering and guns. I was only 15 when I joined the 2nd Battalion of the Royal Regiment, and only four months later I was sent off to North America. I was with the right wing of the Royals when the wreck of the Prince of Wales transport nearly put a stop to my soldiering. We escaped with our lives, but lost everything else."

"I had just got home from the West Indies when off we had to go to the Crimea, where we landed in April, 1855. Yes, we had some stirring times there. I served in the trenches, and one of the starkest fights I recollect was that in the rifle field facing the Redoubt. It lasted only 20 minutes, but it was tough work. I was in the attack on the quarry in June, and took part in the storming of the Redoubt."

"After the war I returned to England and joined the Military Train, now the Army Service Corps. In 1857 we embarked for China, but when we got as far as the Straits of Malacca we were ordered to proceed at once to India on account of the Mutiny. We were the first regiment to land, and had plenty to do when we were there. I was with the force which relieved Lucknow, an event which I shall never forget. I served with the field force under Sir James Outram, which held the Alumbagh so long. I was present at the Azim Gark relief and the capture of Lucknow, and in almost daily engagements with the rebels under Omar Singh. After leaving India I saw no more active service, and ultimately found the Yeomen of the Guard, in which I now hold the high position of sergeant-major. This corps is carried on in the old-fashioned style of centuries ago, and there are still the guards of the King's beds and the guards of the King's hall, and so on."

"Here are my medals," and the old gentleman showed with pride a highly-polished row of nine. The Victoria naturally occupies a place of honour, and the others are "for distinguished conduct in the field," "for meritorious conduct," the Crimea medal and clasps, the Indian Mutiny medal and clasps, the Turkish medal the Queen's Jubilee medal, the long service medal, and that for the King's Coronation."

"At the recent inspection the King had a lengthy chat with the veteran, who expressed the highest admiration for the Majesty."

"When did you join the Army?" said the Prince of Wales to me. "When your Royal father was two months and two days old," was my reply. "I must tell him that," said the Prince with a laugh."

Sergeant Major Elliott still does his turn of duty, and is in every way a hale and hearty veteran. He points with pride to a grandfather who died at 105 years of age, and an aunt who scored 104, and himself looks like equalling their record.

# MOTHER SEIGEL'S SYRUP

THE WORLD-FAMOUS REMEDY

PREVENTS AND CURES

BILIOUSNESS

Dizziness, Headache, Constipation, AND ALL FORMS OF INDIGESTION.

Biliousness is due to a disordered state of the liver. If you suffer, take Mother Seigel's Syrup at once; it goes straight to the spot, restores natural action to the liver, and so puts an end to the trouble. Mrs. H. Rumble, 17, Bennett Street, Cape Town, writes, April 11, 1907: "I suffered from liver and kidney troubles till I was a mere shadow. I lost all appetite and energy, and became dull and listless. Sick headache, blurred sight, dizziness, sleeplessness, constipation—I had them all. But Mother Seigel's Syrup and Pills cured me, and I have never suffered since."

# Abbey's Effervescent Salt

Do you get up with a "born-tired" feeling mornings? Bad taste in your mouth? Dull headache? Wabbling stomach? Unpleasant—but familiar, isn't it?

It is proof that you need Abbey's Salt, the stomach regulator, and need it badly.

A dose of Abbey's Salt before breakfast will quickly drive these ill feelings away and set you right within an hour.

Sold in two sizes by all Chemists and Stores, and by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong. The Abbey Fruit Saline Co., Ltd., 144, Queen Victoria Street, London, E.C. 335-3

## NOTICES TO CONSIGNEES

S.S. "NERA" COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Dordogne" and "Marian" from Havre ex s.s. "Matapan" from Bordeaux ex s.s. "Cambrai" in connection with the above steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unloaded after Noon, the 23rd inst., 1907, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 23rd inst., 1907, or they will not be recognised.

All damaged packages will be examined on Monday, the 23rd inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 16th September, 1907. 2

## "BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 17th September, 1907. 1518

## NOTICE TO CONSIGNEES

THE P. &amp; O. S. N. Co.'s Steamer

"OCEANA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risks in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be landed at Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., ex s.s. "Britannia," From Persian Gulf ex B. I. S. N. & B. & P. N. Co.'s Steamers.

Optional Goods will be landed here unless intimation is given to the contrary before 6 hours.

Goods not cleared by the 25th September at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent. Hongkong, 18th September, 1907. 1

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"VORWAERTS,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed, at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 25th inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th inst. will be subject to rent.

Bills of Lading will be countersigned by SANDER, WHEELER & Co. Agents. Hongkong, 18th September, 1907.



## SHIPPING.

## ARRIVALS.

BRACONIER, British str., 3,696, J. M. Tomlinson, 19th Sept. London 4th Aug. and Singapore 13th Sept. General—Shewan, Tomes & Co.

CHEONGSHING, Brit. str., 19th Sept. Canton, Hing, Norwegian str., 720, J. Solverson, 18th Sept. Bangkok 11th Sept. Teak—Gibb, Livingston & Co.

HONGKONG, French str., 739, E. Corvill, 18th Sept. Haiphong and Hoihow 17th Sept. General—A. K. Martz.

INAMA MARU, Japanese str., 6,189, Wm. Bainbridge, 19th Sept. London 4th Aug. and Singapore 14th Sept. General—Nippon Yusen Kaisha.

KONG WAI, German str., 1,115, Tots Kohler, 19th Sept. Bangkok and Swatow 18th Sept. Rice—Butterfield & Swire.

KIVO MARU, Japanese str., 1,448, S. Hirai, 18th Sept. Cebu 19th Sept. Ballast—Gibb & Co.

MAITA, British str., 3,900, R. A. Peters, 19th Sept. Shanghai 17th Sept. General—P. & O. S. N. Co.

NORD, British str., 1,200, F. von S. 18th Sept. Tientsin 12th Sept. McElroy.

YUKIMO MARU, Jap. str., 2,350, N. Kobayashi, 18th Sept. Japan 13th Sept. Coal and Sundries—Osaka Shosen Kaisha.

## CLEARANCES

At the Harbour Master's Office, 19th September.

Amigo, German str., for Hoihow.

Maiching, British str., for Swatow.

Hing, Norwegian str., for Yokohama.

Kasuma Maru, Japanese str., for Moji.

Nord, British str., for Singapore.

Shen, British str., for Singapore.

Tsichun, Chinese str., for Canton.

## DEPARTURES.

19th September.

CLAIRA JEBBER, German str., for Saigon.

FRITHOF, Norwegian str., for Amoy.

HELEN, German str., for Hoihow.

KUZYCHOW, British str., for Canton.

KUSAKO, British str., for Shanghai.

OKANA, British str., for Shanghai.

PECHADU, German str., for Amoy.

PONGKONG, German str., for Swatow.

SOCIETA, British str., for Manila.

## VESSELS IN DOCK.

September 19th.

ABERDEEN DOCKS.—H.M.S. Flora, Dragon, Pouchin, Lonsdale, Esda, H.M.S. Moorhen.

COSMOPOLITAN DOCKS.—

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW, AMOY AND FOCHOW.

## THE Company's Steamship

"HAICHING," Capt. A. E. Hodgins, will be despatched for the above Ports TO O.A.Y. on SATURDAY, the 21st September, at Noon, taking passengers and cargo for the above ports in connection with the Company's steamer "MONGOLIA," 4,500 tons, from Colombo, passengers accommodation in this vessel is secured before departure from Hongkong. Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London (other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "ARABIA," due in London on 2nd November, 1907. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 9th September, 1907.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"MALTA," Capt. R. A. Peters, carrying His Majesty's Mail, will be despatched from this for Bombay &c. on SATURDAY, the 21st September, at Noon, taking passengers and cargo for the above ports in connection with the Company's steamer "MONGOLIA," 4,500 tons, from Colombo, passengers accommodation in this vessel is secured before departure from Hongkong. Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London (other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "ARABIA," due in London on 2nd November, 1907. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 9th September, 1907.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR Fiume and Trieste (Direct), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEEN, SUEZ and PORT SAID. Taking Cargo at through rates to the BRAZIL, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

## THE Company's Steamship

"VORWAERTS," Capt. B. B. Danz, will be despatched as above TO MORROW, the 21st September, P.M. This Steamer has splendid accommodation for passengers, electric light, and carries a doctor and stewards. For information as to Passage and Freight apply to SANDER, WIELER & Co., Agents, Princes Buildings, Hongkong, 18th September, 1907.

## NATAL LINE OF STEAMERS

THE Underwritten GENERAL AGENTS in Hongkong and Japan for the above Line, are calling for all the principal ports in SOUTH AFRICA, in connection with the CHINA STRAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT PORTS every fortnight. For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan, Hongkong, 4th August, 1908.

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY. FOR NEW YORK VIA PORTS AND SUEZ CANAL. (WITH LIBERTY TO CALL AT THE MALABAR COAST.) S.S. "OCEAN MONARCH" On 2nd November. For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS, 16 Hongkong, 14th September, 1907.

## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD., GOTHENBURG. PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

## DESTINATION

MARSEILLES, HAVRE and COPENHAGEN "TRANQUEBAR" On 22nd September.

YOKOHAMA and KOBE "INDIEN" On 24th September.

SHANGHAI, YOKOHAMA and KOBE "CANTON" Middle of October.

For Further Particulars, apply to MELOHRS & CO., AGENTS. Hongkong, 10th September, 1907.

## VESSELS ADVERTISED AS LOADING

"To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

## VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED. For SYDNEY AND MELBOURNE, Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

## THE Steamship

"ALDENHAM," Capt. St. John George, will be despatched as above on SATURDAY, the 23rd inst., at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage. A Stewardess and a duly qualified Surgeon are carried. N.B.—To assure the additional comfort of passengers the officers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 5th September, 1907. 1482

## CHINA COMMERCIAL S.S. CO., LTD.

For SALINA CRUZ, MEXICO.

## THE Steamship

"MARIE," Capt. G. C. Christensen, will be despatched for the above Ports via MOJI, JAPAN, on SATURDAY, the 23rd September, at 5 P.M. For Freight or Passage, apply to CHINA COMMERCIAL S.S. Co., Ltd., Hotel Mandarin, Hongkong, 7th September, 1907. 1473

## COMPAGNIE DES MESSEGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MAREILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

## THE Steamship

"AUSTRALIEN," Captain Verdon, will be despatched for MARSEILLES, on TUESDAY, the 1st October, at 1 P.M. Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo. Cargo also booked for principal places in Europe. Next sailings will be as follows: S.S. "NERA" 15th Oct. S.S. "FARFA" 29th Oct. S.S. "BENNET SIMONS" 12th Nov. S.S. "TOKIN" 26th Nov. S.S. "POLYNESIE" 10th Dec. S.S. "TOURANE" 24th Dec. G. DE CHAMPELUX, Agent. Hongkong, 18th September, 1907. 2

## REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALABAR COAST.

## PROPOSED SAILINGS FROM HONGKONG.

For NEW YORK. S.S. "MUNCASTER CASTLE" 23rd Oct. 1st Class Passenger accommodation. For Freight and further information, apply to DODWELL & CO., LD., Agents. Hongkong, 14th September, 1907. 1220-1254

## THE RUSSIAN VOLUNTEER FLEET

For ODESSA.

## THE Steamship

"KOSTROMA," will be ready to load here as above Middle of October. For Freight, apply to MELOHRS & CO., Agents. Hongkong, 30th August, 1907. 1426

## TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO AND IQUIQUE, VIA JAPAN PORTS (Kobe and Yokohama). With option to Call at Mexican and other Coast Ports.

Steamers Tons About "KASATO MARU" 6,100 Mid. of Oct. "KATHARINE PARK" 5,000 End of Nov. Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager, York Building. Hongkong, 3rd September, 1907. 10

## THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK. (With Liberty to Call at the Malabar Coast.)

## THE Steamship

"HEADLEY," will be despatched for the above Ports on or about SATURDAY, the 19th October. For Freight apply to ARNHOLD KARBURG & Co., Agents. Hongkong, 10th September, 1907. 1512

## NEW CARTRIDGES.

BY Popular English Manufacturers. In all Bore and Sizes. SMOKELESS POWDER AND CHILLED SHOT. From No. 10 to 55 G. at 85, 87 and 87.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety. Inspection Invited. WM. SCHMIDT & CO. Hongkong, 26th October, 1906. 1771

## VESSELS ADVERTISED AS LOADING

"To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION                                     | VESSEL'S NAMES   | FLAG & REG. | BERTH | CAPTAIN               | FOR FREIGHT APPLY TO          | TO BE DESPATCHED          |
|---|------------------|-------------|-------|-----------------------|-------------------------------|---------------------------|
| LONDON &c. VIA BRISTOL PORTS OF CALL.           | MALTA            | Brit. str.  | —     | H. A. Peters          | P. & O. S. N. Co.             | To-morrow, at Noon.       |
| MARSEILLES, HAVRE & COPENHAGEN                  | TAAGHREAR        | Dan. str.   | —     | Verron                | MELCHERS & Co.                | On 22nd inst.             |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. | AUSTRIAN         | Freem. str. | —     | H. W. Kenrick, R.N.R. | P. & O. S. N. Co.             | On 1st Oct. at 1 P.M.     |
| HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.        | NAHUR            | Ger. str.   | —     | Winnenberg            | HAMBURG-AMERIKA LINE          | About 9th October.        |
| HAVRE & HAMBURG VIA STRAITS, &c.                | STANTONIA        | Ger. str.   | k.w.  | Hildebrandt           | HAMBURG-AMERIKA LINE          | On 25th inst.             |
| HAVRE & HAMBURG VIA STRAITS, &c.                | REHNAVIA         | Ger. str.   | k.w.  | V. Hoff               | HAMBURG-AMERIKA LINE          | On 19th October.          |
| HAVRE & HAMBURG VIA STRAITS, &c.                | REHNAVIA         | Ger. str.   | k.w.  | Jung                  | HAMBURG-AMERIKA LINE          | On 2nd October.           |
| TRIESTE, GENOA, GIBRALTAR, SOUTHAMPTON &c.      | PRINZ HEINRICH   | Ger. str.   | —     | P. Grösch             | MELCHERS & Co.                | On 30th October.          |
| ODESSA  | VORWAERTS        | Aus. str.   | —     | R. Bednarz            | SANDER, WIELER & Co.          | On 25th inst., at Noon.   |
| NEW YORK  | KORTROMA         | Rus. str.   | —     | —                     | MELCHERS & Co.                | To-morrow, P.M.           |
| NEW YORK VIA PORTS & SUEZ CANAL                 | SIXH             | Brit. str.  | —     | —                     | DODWELL & Co., Ltd.           | On 19th October.          |
| VANCOUVER VIA SHANGHAI JAPAN, &c.               | HERALD           | Am. str.    | —     | —                     | ARNHOLD, KARBURG & Co.        | Middle of October.        |
| VANCOUVER VIA SHANGHAI JAPAN, &c.               | OCEAN MONARCH    | Brit. str.  | —     | —                     | SHEWAN TOMES & Co.            | About 19th October.       |
| VICTORIA (B.C.) & TACOMA VIA JAPAN              | EXPRESS OF CHINA | Brit. str.  | 1 m.  | —                     | CANADIAN PACIFIC R. Co.       | On 2nd November.          |
| CALLAO AND IQUIQUE VIA JAPAN PORTS, &c.         | EXPRESS OF INDIA | Am. str.    | 2 m.  | —                     | CANADIAN PACIFIC R. Co.       | On 26th inst., at 4 P.M.  |
| SALINA CRUZ, MEXICO VIA MOJI, JAPAN             | KASATO-MARU      | Jap. str.   | —     | W. S. Shotton         | CANADIAN PACIFIC R. Co.       | On 24th Oct. at 4 P.M.    |
| AUSTRALIAN PORTS VIA TIMOR, PORT DARWIN &c.     | MARIE            | Ger. str.   | —     | J. Speck              | TOYO KISEN KAISHA             | Middle of October.        |
| AUSTRALIAN PORTS VIA MANILA                     | ALDENHAM         | Brit. str.  | —     | G. C. Christensen     | CHINA COMMERCIAL S.S. Co.     | On 28th inst., at 5 P.M.  |
| YOKOHAMA AND KOBE                               | CHANGSHA         | Brit. str.  | 1 m.  | G. W. Eddy            | GIBB, LIVINGSTON & Co.        | On 28th inst., at Noon.   |
| YOKOHAMA AND KOBE                               | MANILA           | Ger. str.   | —     | J. Minness            | BUTTERFIELD & SWIRE           | On 10th Oct., at 4 P.M.   |
| YOKOHAMA AND KOBE                               | INDIEN           | Dan. str.   | —     | W. B. Brown           | MELCHERS & Co.                | On 10th Oct., at Noon.    |
| YOKOHAMA AND KOBE                               | CHINGTU          | Brit. str.  | 1 m.  | W. von Senden         | BUTTERFIELD & SWIRE           | On 22nd inst.             |
| YOKOHAMA AND KOBE                               | CHONGHONG        | Ger. str.   | —     | S. J. Payne           | MELCHERS & Co.                | On 10th Oct., at 4 P.M.   |
| YOKOHAMA AND KOBE                               | CHONGHONG        | Ger. str.   | —     | M. Nemoto             | MELCHERS & Co.                | About 18th October.       |
| YOKOHAMA AND KOBE                               | CHONGHONG        | Ger. str.   | —     | Rud. Meyer            | MELCHERS & Co.                | To-day, at Noon.          |
| YOKOHAMA AND KOBE                               | CHONGHONG        | Ger. str.   | —     | A. E. Sandbach        | JARDINE, MATHESON & Co., Ltd. | To-day, at 10 A.M.        |
| YOKOHAMA AND KOBE                               | CHONGHONG        | Ger. str.   | —     | J. Speck              | JARDINE, MATHESON & Co., Ltd. | About 24th inst.          |
| YOKOHAMA AND KOBE                               | CHONGHONG        | Ger. str.   | —     | A. F. Vine, R.N.R.    | HAMBURG-AMERIKA LINE          | On 24th inst., at 4 P.M.  |
| YOKOHAMA AND KOBE                               | CHONGHONG        | Ger. str.   | —     | Jager                 | HAMBURG-AMERIKA LINE          | On 25th inst., at 4 P.M.  |
| YOKOHAMA AND KOBE                               | CHONGHONG        | Ger. str.   | —     | E. D. Northcombe      | HAMBURG-AMERIKA LINE          | About 27th inst.          |
| YOKOHAMA AND KOBE                               | CHONGHONG        | Ger. str.   | —     | G. Hooker             | MELCHERS & Co.                | On 1st October.           |
| YOKOHAMA AND KOBE                               | CHONGHONG        | Ger. str.   | —     | A. E. Hodgins         | BUTTERFIELD & SWIRE           | Middle of October.        |
| YOKOHAMA AND KOBE                               | CHONGHONG        | Ger. str.   | —     | J. H. Brown           | BUTTERFIELD & SWIRE           | On 22nd inst., at D'light |
| YOKOHAMA AND KOBE                               | CHONGHONG        | Ger. str.   | —     | H. S. Smith           | DOUGLAS-LAPRAIK & Co.         | On 22nd inst., at D'light |
| YOKOHAMA AND KOBE                               | CHONGHONG        | Ger. str.   | —     | A. Mathias            | BUTTERFIELD & SWIRE           | To-day, at Noon.          |
| YOKOHAMA AND KOBE                               | CHONGHONG        | Ger. str.   | —     | T. Meyrick            | BUTTERFIELD & SWIRE           | On 25th inst., at 4 P.M.  |
| YOKOHAMA AND KOBE                               | CHONGHONG        | Ger. str.   | —     | A. W. Outbridge       | OSAKA SHOSHN KAISHA           | On 22nd inst., at 9 A.M.  |
| YOKOHAMA AND KOBE                               | CHONGHONG        | Ger. str.   | —     | E. Finlayson          | BUTTERFIELD & SWIRE           | On 24th inst., at D'light |
| YOKOHAMA AND KOBE                               | CHONGHONG        | Ger. str.   | —     | F. Somhill            | BUTTERFIELD & SWIRE           | To-day, at 4 P.M.         |
| YOKOHAMA AND KOBE                               | CHONGHONG        | Ger. str.   | —     | N. Kobayashi          | BUTTERFIELD & SWIRE           | To-morrow.                |
| YOKOHAMA AND KOBE                               | CHONGHONG        | Ger. str.   | —     | van Emmerik           | BUTTERFIELD & SWIRE           | On 24th inst., at 4 P.M.  |
| YOKOHAMA AND KOBE                               | CHONGHONG        | Ger. str.   | —     | Pander                | BUTTERFIELD & SWIRE           | On 25th inst.             |
| YOKOHAMA AND KOBE                               | CHONGHONG        | Ger. str.   | —     | —                     | BUTTERFIELD & SWIRE           | Beginning of October.     |
| YOKOHAMA AND KOBE                               | CHONGHONG        | Ger. str.   | —     | —                     | BUTTERFIELD & SWIRE           | To-day, at 3 P.M.         |
| YOKOHAMA AND KOBE                               | CHONGHONG        | Ger. str.   | —     | —                     | BUTTERFIELD & SWIRE           | About 28th inst.          |
| YOKOHAMA AND KOBE                               | CHONGHONG        | Ger. str.   | —     | —                     | BUTTERFIELD & SWIRE           | Quick despatch.           |

## INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR TIENTSIN VIA SWATOW & CHEFOO "CHEONGSHING" Friday, 20th Sept. Noon.

FOR MANILA "YUENSANG" Friday, 20th Sept. 4 P.M.

FOR SHANGHAI "CHOYSANG" Tuesday, 24th Sept. 4 P.M.

FOR SINGAPORE, PENANG & CALCUTTA "NAMSANG" Saturday, 28th Sept. 3 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.

Hongkong to Singapore 1st Class, Single \$ 85. Return \$100.

Penang " 85. " 120.

Calcutta " 165. " 250.

\* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo to through bills of lading (C. C. also, Tientsin, Newchwang and Yangtze Ports) For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Hongkong, 20th September, 1907. GENERAL MANAGERS. 18

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS | CAPTAIN      | FOR    | SAILING DATE       |
|-----------|------|--------------|--------|--------------------|
| ZAFIRO    | 2540 | A. Fraser    | Manila | On 21st September. |
| RUBI      | 2540 | E. W. Almond | Manila | On 28th September. |

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS. 15 Hongkong, 19th September, 1907.

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY. FOR NEW YORK VIA PORTS AND SUEZ CANAL. (WITH LIBERTY TO CALL AT THE MALABAR COAST.) S.S. "OCEAN MONARCH" On 2nd November. For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS, 16 Hongkong, 14th September, 1907.

## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD., GOTHENBURG. PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

## DESTINATION

MARSEILLES, HAVRE and COPENHAGEN "TRANQUEBAR" On 22nd September.

YOKOHAMA and KOBE "INDIEN" On 24th September.

SHANGHAI, YOKOHAMA and KOBE "CANTON" Middle of October.

For Further Particulars, apply to MELOHRS & CO., AGENTS. Hongkong, 10th September, 1907.

## VESSELS ADVERTISED AS LOADING

"To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

## VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED. For SYDNEY AND MELBOURNE, Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

## THE Steamship

"ALDENHAM," Capt. St. John George, will be despatched as above on SATURDAY, the 23rd inst., at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage. A Stewardess and a duly qualified Surgeon are carried. N.B.—To assure the additional comfort of passengers the officers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 5th September, 1907. 1482

## CHINA COMMERCIAL S.S. CO., LTD.

For SALINA CRUZ, MEXICO.

## THE Steamship

"MARIE," Capt. G. C. Christensen, will be despatched for the above Ports via MOJI, JAPAN, on SATURDAY, the 23rd September, at 5 P.M. For Freight or Passage, apply to CHINA COMMERCIAL S.S. Co., Ltd., Hotel Mandarin, Hongkong, 7th September, 1907. 1473

## COMPAGNIE DES MESSEGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MAREILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

|                          |  |  |  |
|--------------------------|--|--|--|
| VIA                      |  |  |  |
| MOJI, KOBE AND YOKOHAMA. |  |  |  |
| <hr/>                    |  |  |  |



**HONGKONG WEEKLY PRESS,**  
 with which is incorporated  
**THE CHINA OVERLAND TRADE REPORT,**  
 Subscription, paid, in advance, \$12 per annum  
 Postage \$2 to any part of the World



## POST OFFICE NOTICE

On and from the 20th October, the British Post Office, at Tientsin will be closed.

The *Empire of India*, with the Canadian mail, left Shanghai on Thursday, the 19th inst., at 6 p.m., and may be expected here on or about Sunday, the 22nd inst., at 7 a.m.

| FOR                                | PER         | DATE                      |
|------------------------------------|-------------|---------------------------|
| Swatow, Amoy, Foochow and Shanghai | Shoehn Maru | Friday, 20th, 9.00 A.M.   |
| Swatow, Amoy and Tientsin          | Chongshing  | Friday, 20th, 11.00 A.M.  |
| Swatow, Amoy and Foochow           | Yuenan      | Friday, 20th, 1.15 P.M.   |
| Manila                             | Yuenan      | Friday, 20th, 3.00 P.M.   |
| Singapore                          | Yuenan      | Friday, 20th, 5.00 P.M.   |
| Moji and Vladivostok               | Vine Branch | Friday, 20th, 8.00 P.M.   |
| Kobe and Yokohama                  | Nippon Maru | Friday, 20th, 9.00 P.M.   |
| Hankow                             | Nippon Maru | Saturday, 21st, 9.00 A.M. |

|  |             |  |
|--|-------------|--|
| NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU and SAN FRANCISCO   | Nippon Maru | Registration, 9.00 A.M. (Registration, with late fee of 10 cents, up to 9.45 A.M.)   |
| (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)             |             |  |
| Manila   | Zafiro      | Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) |
| EUROPE & India via Tientsin  |             | Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) |
| (Late Letters 11.30 to 11.39 A.M. Extra Postage 10 cents)  |             |  |
| (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)             |             |  |
| (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) |             |  |
| The Parcel mail will be closed to-day, at 5 p.m.   |             |  |

IT IS PURE.

IT IS WHOLESOME.

IT IS REFRESHING.

SUN PILSENER BEER.

TRY IT

OBTAINABLE EVERYWHERE.

SOLE AGENTS:

H. RUTTONJEE &amp; SON.

WINE AND SPIRIT MERCHANTS.

Hongkong, 28th August, 1907.

## COMMERCIAL.

## CLOSING QUOTATIONS.

September 19th.

|                                 |                                   |           |
|---------------------------------|-----------------------------------|-----------|
| ON LONDON.—                     | Telegraphic Transfer              | 22½       |
|                                 | Bank Bills, on demand             | 22½       |
|                                 | Bank Bills, at 30 days' sight     | 22½       |
|                                 | Bank Bills, at 4 months' sight    | 22½       |
|                                 | Credits, at 4 months' sight       | 22½       |
|                                 | Documentary Bills 4 months' sight | 22½       |
| ON PARIS.—                      | Bank Bills, on demand             | 275       |
|                                 | Credits, at 4 months' sight       | 285       |
| ON GERMANY.—                    | Bank Bills, on demand             | 227½      |
|                                 | Credits, at 60 days' sight        | 54        |
| ON NEW YORK.—                   | Bank Bills, on demand             | 54        |
|                                 | Credits, at 60 days' sight        | 54        |
| ON BOMBAY.—                     | Telegraphic Transfer              | 166       |
|                                 | Bank, on demand                   | 166½      |
| ON CALCUTTA.—                   | Telegraphic Transfer              | 166       |
|                                 | Bank, on demand                   | 166½      |
| ON SHANGHAI.—                   | Bank, at sight                    | 73        |
|                                 | Private, 30 days' sight           | 73½       |
| ON YOKOHAMA.—                   | On demand                         | 108½      |
| ON MANILA.—                     | On demand                         | 108½      |
| ON SINGAPORE.—                  | On demand                         | 51 p.c.m. |
| ON BATAVIA.—                    | On demand                         | 133½      |
| ON HAIPHONG.—                   | On demand                         | 31 p.c.m. |
| ON SAIGON.—                     | On demand                         | 31 p.c.m. |
| ON BANGKOK.—                    | On demand                         | 67½       |
| SOVEREIGNS, Bank's Buying Rate. |                                   | \$8.90    |
| GOLD LEAF, 100 fine, 1st test.  |                                   | \$47.30   |
| BAR SILVER, per oz.             |                                   | 31½       |

## SUBSIDIARY COINS.

|           |                 |                  |
|-----------|-----------------|------------------|
| Chinese—  | 20 cents pieces | per cent.        |
|           | 10              | \$5.10 discount. |
|           | 10              | 6.45             |
| Hongkong— | 20              | 5.25             |
|           | 10              | 5.85             |

## OPIUM.

September 19th.

|                      |                  |
|----------------------|------------------|
| Quotations are—      |                  |
| Malwa New            | \$759 per picul. |
| Malwa Old            | \$840            |
| Malwa Older          | \$850            |
| Malwa V. Old         | \$890            |
| Persian fine quality | \$720            |
| Persian extra fine   | \$750            |
| Patna New            | per chest.       |
| Patna Old            | \$87.5           |
| Benares New          | \$800            |
| Benares Old          | \$795            |

## VESSELS EXPECTED.

## THE GERMAN MAIL.

The I.G.M. str. *Manila* left Sydney on Tuesday the 27th ult., and may be expected here to-day a.m.

The I.G.M. str. *Kiel* carrying the German Mails with dates from Berlin of the 27th ult. left Colombo on Saturday the 14th inst. a.m., and may be expected here on or about Tuesday the 24th inst.

The I.G.M. str. *Prinz Heinrich* left Kobe via Nagasaki and Shanghai on Sunday the 15th inst. p.m., and may be expected here on or about Tuesday the 24th inst.

## THE INDIAN MAIL.

The Indo-China str. *Louisa* from Calcutta and the Straits left Singapore for this port on 14th inst. at 1 p.m.

## THE CANADIAN MAIL.

The C.P.R. str. *Empress of India* arrived Shanghai at 8 a.m. on Thursday 19th inst., and left again at 6 p.m. same day for Hongkong where she is due to arrive at 7 a.m. on Sunday the 22nd inst.

The O. & A. str. *Asia* sailed from Yokohama on the 16th inst., and will reach Hongkong on the 25th inst.

The Glen Line str. *Glenstrath* left Singapore on the 15th inst., and may be expected here to-day.

The Danish str. *Tranquebar* left Kobe on Friday the 13th inst. at 6 p.m., and may be expected here to-day.

The N.Y.K. str. *Nippon Maru* (Bombay Line) left Moji for this port on the 17th inst., and is expected here on the 22nd inst.

The N.Y.K. str. *Yokohama Maru* (Bombay Line) left Singapore for this port on the 17th inst., and is expected here on the 22nd inst.

The Danish str. *Indian* left Port Said on Thursday the 29th ult., and may be expected here on or about Tuesday the 24th inst.

The E. & A. str. *Empire* from Sydney, &c., left Port Darwin on the 16th inst. for Timor and Manila and this port.

## PASSENGERS.

Per *Brinsford*, from London, B. Tanner.

Per *Inaba Maru*, from London, &c., for Hongkong, Mr. and Mrs. H. Eyre and infant.

Major F. M. Davidson, Messrs. A. V. Monk, T. Radford, B. Grosjean, J. Nielsen, S. Amundsen and F. Stubergh; for Kobe, Mr. T. de Berigny, Mrs. Chevalier Lavigne; for Yokohama, Mrs. and Miss Ross, Mrs. M. Graham, Mrs. W. Kewick, Mrs. Graham, Master Hashin and 2 children, Messrs. S. Furuta, J. Kuroda, S. Hashimoto, Aga Abdulla, F. Bloomfield and H. Hiroki.

## MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK"  
A.I., A.B.O., and Engineering Code Used  
NEW DOCK NOW OPEN

DOCK No. 3.  
Extreme Length... 722 feet  
Length on Blocks... 714  
Width of Entrance on Top... 86  
Width of Entrance on Bottom... 88  
Water on Blocks at Spring Tide... 84

DOCK No. 1.  
Extreme Length... 523 feet  
Length on Blocks... 513  
Width of Entrance on Top... 7  
Width of Entrance on Bottom... 7  
Water on Blocks at Spring Tide... 6

DOCK No. 2.  
Extreme Length... 571 feet  
Length on Blocks... 561  
Width of Entrance on Top... 86  
Width of Entrance on Bottom... 88  
Water on Blocks at Spring Tide... 82

PATENT SLIP  
Suitable for vessels up to 1,000

THE WORKS are well equipped with the LATEST PLANTS and APPLIANCES for undertaking BUILDING and REPAIRING SHIPS, ENGINES, and BOILERWORK, and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIAL is always kept on hand.

THE COMPANY has the powerful steamer "OUZA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES, equipped with necessary gear, always ready for Short Notice.

## BANKS

## NEDERLANDSCHE-INDISCHE HANDELSBANK

(NEDERLANDS INDIA COMMERCIAL BANK)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000)  
Subscribed Capital Fl. 10,000,000 (£800,000)  
Reserve Fund Fl. 2,115,570.36 (£176,048)

HEAD OFFICE: AMSTERDAM.  
SUB-OFFICE: THE HAGUE.  
HEAD AGENCY: BATAVIA.

BRANCHES at: Singapore, Sourabaya, Samarang, Indragiri, Bandjeng and Weltevreden.

CORRESPONDENTS at: Chetibon, Tegal, Pecalogan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai.

BANKERS: THE WILLIAMS & WATSON BANK, London; SWISS BANK CORP., Paris; COMPTON NATIONAL D'ESCOMPTES DE PARIS.

Berlin: DEUTSCHE BANK, Brussels: BANQUE DE PARIS ET DES PAYS BAS, Vienna: UNION BANK, Rome: BANCA COMMERCIALE ITALIANA.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of Banking and Exchange business.

INTEREST ALLOWED.  
On Current Account at the Rate of 2% per annum on the Daily Balances.  
On Fixed Deposit: 12 months 4% per annum.  
do. 6 do. 3 1/2% do.  
do. 3 do. 3% do.

J. BOETTJE, Manager.  
No. 16, Des Voeux Road Central.

## THE BANK OF TAIWAN LIMITED

INCORPORATED BY SPECIAL IMPERIAL CHARTER

CAPITAL SUBSCRIBED: Yen 3,000,000  
CAPITAL PAID-UP: Yen 3,750,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES: Kobe, Taiwan, Amoy, Nagasaki, Tamsui, Fuzhou, Keelung, Osaka, Tokyo, Yokohama, Swatow.

## HONGKONG OFFICE:

3, Des Voeux Road.  
Interest allowed on Current Account Deposits received on terms which may be on application.

D. TOHDOW, Manager.  
Hongkong, 5th April, 1907.

## INTERNATIONAL BANKING CORPORATION

Fiscal Agents of the United States in China, the Philippine Islands, and the Republic of Panama.

CAPITAL PAID UP: Gold \$3,250,000  
RESERVE FUND: about Mex. \$3,900,000  
Gold \$3,250,000  
about Mex. \$3,900,000

HEAD OFFICE: 60 Wall Street, New York.  
LONDON OFFICE: Threadneedle House, E.C.

BRANCHES AND AGENCIES all over the World.

THE CORPORATION transacts every description of Banking and Exchange business, receives money in Current Account at the Rate of 2% per annum on Daily Balances and accepts Fixed Deposits at the following rates:—  
For 12 months 4 1/2% per annum.  
For 6 months 4% per annum.  
For 3 months 3 1/2% per annum.

No. 9, Queen's Road, Central, Hongkong.  
W. M. ANDERSON, Manager.  
Hongkong 24th July, 1907.

## HONGKONG AND SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL: \$10,000,000  
RESERVE FUNDS: \$1,000,000  
STERLING: \$1,000,000  
SILVER: \$1,000,000

COURT OF DIRECTORS:  
G. H. MEDHURST, Esq., Chairman.  
Hon. Mr. HENRY KESWICK, Esq., Deputy Chairman.  
A. Fuchs, Esq., E. Shalim, Esq., E. Goetz, Esq., E. Shayan, Esq., H. A. W. Slade, Esq., C. R. Lowmann, Esq., H. E. Tomkins, Esq., A. J. Raymond, Esq.

CHIEF MANAGER: Hongkong—J. R. M. SMITH

MANAGER: Shanghai—H. B. R. HUSTON

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of Two per cent. per annum on the daily balance.  
On Fixed Deposits:  
For 3 months, 3 1/2% per annum.  
For 6 months, 4% per annum.  
For 12 months, 4 1/2% per annum.

J. R. M. SMITH, Chief Manager.  
Hongkong, 17th August, 1907.

## HONGKONG SAVINGS BANK

Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

INTEREST on deposits is allowed at 3% per cent. per annum.

Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 Per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH, Chief Manager.  
Hongkong, 12th January, 1907.

## BANKS

## THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL: £2800,000  
Shortly to be increased to £1,200,000

RESERVE FUND: £1,075,000  
Shortly to be increased to £1,475,000

RESERVE LIABILITY OF PROPHET: £800,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per cent.  
for 6 months 3 1/2%  
for 3 months 3%  
for 1 month 2 1/2%

JOHN ARMSTRONG, Manager.  
Hongkong, 16th May, 1907.

## THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL: £1,500,000  
Subscribed: £1,125,000  
PAID UP: £625,000  
RESERVE FUND: £170,000

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits:  
For 12 months 4 per cent.  
For 6 months 3 1/2%  
For 3 months 3%  
For 1 month 2 1/2%

EVAN ORMISTON, Manager.  
Hongkong, 30th April, 1907.

## THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP: Yen 24,000,000  
RESERVE FUNDS: 11,550,000

BRANCHES AND AGENCIES:  
Tokyo, Kobe, Osaka, Nagasaki, London, Yokohama, New York, San Francisco, Honolulu, Bombay, Shanghai, Hankow, Canton, Tientsin, Peking, Port Arthur, Amoy, Swatow, Chongchun.

HEAD OFFICE—YOKOHAMA.

## HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months 5 1/2% per annum.  
" " " " 4 1/2%  
" " " " 4%  
" " " " 3 1/2%

TAKAKO TAKAMICHI, Manager.  
Hongkong, 6th April, 1907.

## NEDERLANDSCHE HANDELS-MAATSCHAPPIJ

(NEDERLANDS TRADING SOCIETY).  
ESTABLISHED 1824.

PAID UP CAPITAL Fl. 45,000,000 (£3,750,000)  
RESERVE FUND Fl. 5,000,000 (£417,000)

HEAD OFFICE: AMSTERDAM.  
HEAD AGENCY: BATAVIA.

Branches—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalogan, Macassar, Tjilatjap, Padang, Medan (Deli), Palembang, Kotabradja, (Achene) Bandjermasin.

Correspondents at: Macassar, Bombay, Calcutta, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Hongkong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS—THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED.  
On Current Accounts 2% per annum on daily balances.

On Fixed Deposits 12 months 4 1/2% per annum.  
do. 6 do. 4% do.  
do. 3 do. 3 1/2% do.

J. L. VAN HOUTEN Agent.  
Hongkong, 8th June, 1907.

## DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS, BERLIN.

BRANCHES:  
Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tientsin, Tientsin, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:  
KONIGLICHES BERGHAUSEN (PREUSSISCHES STAATSBANK) Berlin.  
DIETSCHE BANK S. BLUMENBERG  
BERLINER HANDELS-GESELLSCHAFT  
HANK LOHN HANDEL UND  
INDUSTRIEN  
ROBERT WARSCHAUER & CO.  
M. A. VON ROTHSCHILD & SOHN  
JACOB S. H. STEIN  
NORDDEUTSCHE BANKING ANSTALT, Hamburg  
SAL. OPPENHEIM, JR., & CO., Köln.  
HATZELBERG-HYPOTHEKEN UND WIRTSCHAFTS-BANK, MÜNCHEN.

Director of the DISCONTO-GESELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be agreed on application. Every description of Banking and Exchange business transacted.

F. JUNG, Manager.  
Hongkong, 7th January, 1907.

## HONGKONG, CANTON, MACAO &amp; WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. AND CHINA NAVIGATION CO., LD.

## HONGKONG-CANTON LINE.

S.S. "HONAN," 2,383 tons, Captain S. Bell Smith.  
S.S. "POWAN," 2,383 tons, Captain H. I. Black.  
S.S. "FATSHAN," 2,260 tons, Captain C. V. Lloyd.  
S.S. "KINSHAN," 1,995 tons, Captain B. Brudenell.  
S.S. "HUNGSHAN," 1,995 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 10 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).  
The s.s. "POWAN" will leave Hongkong every Monday, Wednesday, and Friday, at 9 p.m. from Queen Street Wharf, West-ward-bound, returning from Canton every Tuesday, Thursday, and Saturday at 5 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

## SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LD.

## HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain W. A. Valentine.  
S.S. "SUI-TAI," 1,651 tons, Captain G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf & 2 p.m. from the Company's Wharf. On SUNDAYS SPECIAL CHEAP EXCURSIONS leaving Hongkong at 9 a.m. from Douglas Wharf & from Macao at 5 p.m.

The Company also runs a Steamer from Macao on Sunday Mornings at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain W. Reynell.  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 p.m.

## JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 568 tons, Captain J. Willor.  
S.S. "NANNING," 568 tons, Captain A. McKinnon.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
Hotel Mansions (First Floor), opposite the Hongkong Hotel;  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LD.

## HONGKONG BUSINESS DIRECTORY.

## BOOKBINDING.

"DAILY PRESS" OFFICE.  
The only office in China having European taught workmen. Equal to Home work.